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A P P E N D I C E S

APPENDIX A

PARKING AUTHORITY OF TORONTO CARPARKS

LOCATION AND CAPACITIES - MARCH 29, 1973

CARPARK	LOCATION	CAPACITY
1	Hayden Street, east of Yonge.....	148
2	Charles Street, east of Yonge.....	86
3	Isabella Street, east of Yonge.....	123
4	Dundonald Street, east of Yonge.....	52
5	Wellesley Street, east of Yonge.....	152
8	Eglinton Park.....	146
11	Rosehill - Yonge Garage.....	326
12	Alvin Avenue, north of St. Clair Avenue East.	174
13	Delisle Avenue, west of Yonge.....	175
14	King Street, east of Church.....	24
15	Yorkville Avenue, east of Bay.....	180
16	Cumberland Street, west of Bay.....	122
17	Pape Avenue, north of Danforth.....	100
18	Keele Street, south of Dundas.....	78
19	Pacific Avenue, south of Dundas.....	69
20	Cedarvale Avenue, north of Danforth.....	44
21	Amroth Avenue, south of Danforth.....	53
26	Queen - Victoria Garage.....	518
28	Pape Avenue, south of Danforth.....	78
29	Holly Street, south of Eglinton.....	207
30	N/E Corner of Church and Front Streets.....	462
32	N/E Corner of Bay Street and Lakeshore Boulevard W.....	486
33	Temperance Street, east of Bay.....	89
34	Dundas Square at Victoria.....	57
35	S/W Corner Eglinton Avenue and Duplex.....	93
36	Nathan Phillips Square Underground Garage....	2022
38	St. Patrick Street, south of Dundas.....	190
39	Castlefield Avenue, west of Yonge.....	180
41	Norton Avenue, west of Dufferin.....	68
42	Elmwood Avenue, south of St. Clair.....	70
43	Esplanade Street, east of Yonge.....	585
44	Fuller Avenue, north of Queen.....	131
45	Broadview Avenue, north of Queen.....	100
47	Burnaby Blvd., west of Castle Knock.....	179
48	Lee Avenue, south of Queen.....	76
49	Roehampton Avenue, east of Yonge.....	138
51	Borden Street, south of Bloor.....	146
52	University Avenue Underground Garage.....	323
53	Walnut Avenue, south of Richmond.....	199
55	Bedford Park Avenue, west of Yonge.....	45
58	Bedford Road, north of Bloor.....	147

cont'd...

CARPARK	LOCATION	CAPACITY
62	S/E Corner of Queen Street West and Abell Street.....	27
63	S/W Corner of Jarvis Street and Richmond Street East.....	17
64	Durie Street, north of Bloor.....	117
68	St. Andrews Street, west of Spadina.....	85
70	Central Library, College and St. George.....	95
71	Bellevue Avenue, south of Nassau.....	101
72	George Street, south of Front.....	450
74	East General Hospital.....	210
78	Erindale Avenue, east of Broadview.....	76
79	Sherbourne Street, north of Carlton.....	108
80	Keele Street, north of Dundas.....	58
81	Lansdowne Avenue, north of Bloor.....	23
82	Margueretta Street, north of Bloor.....	54
84	Salem Avenue, north of Bloor.....	34
85	Palmerston Avenue, north of Bloor.....	51
86	Spadina Road, north of Bloor.....	59
87	Chester Avenue, north of Danforth.....	63
88	Ferrier Avenue, north of Danforth.....	52
89	Lipton Avenue, east of Pape.....	66
90	Eaton Avenue, north of Danforth.....	76
91	Armadale Avenue, north of Bloor.....	136
92	Indian Road, north of Bloor.....	253
93	Euclid Avenue, north of Bloor.....	43
96	Portland Street, north of Front.....	249
97	Strathmore Boulevard, west of Donlands.....	14
98	Victoria Park Avenue, north of Denton.....	260
99	N/E Corner of Warden Ave. and St. Clair Avenue East.....	1416
100	Warden Avenue, south of St. Clair.....	152
101	Cordova Avenue, west of Islington.....	438
102	Lomond Drive, north of Aberfoyle.....	284
103	Bloor Street, west of Islington.....	582
104	Ossington Avenue, north of Bloor.....	36
105	N/E Corner of Richmond Street W and Portland Street.....	45
106	Augusta Avenue, north of Queen.....	119
107	MacPherson Avenue, opposite Rathnelly.....	39
108	Church Street, south of Esplanade.....	216
110	Danforth, east of Coxwell.....	25

TOTAL - 78 Carparks
- 14,770 spaces

APPENDIX B

The Parking Authority of Toronto

Rate Schedule as of March 29th, 1973.

Area	Location	Maximum			Night		Monthly Rate	Sunday (Saturday)
		Hrly	Day	Night	FR	Time		
1	Hayden Street	30		\$1	60	8:30 pm	\$25	Norm
2	Charles Street	30		\$1	60	8:30 pm	\$25	N
3	Isabella Street	25	1.25	.75	50	8:30 pm	\$22.50	N
4	Dundonald Street	25	1.25	.75	50	8:30 pm	\$20	N
5	Wellesley Street	30		\$1	60	8:30 pm	\$20	.75 FR
8	Eglinton Park	15	.75		25	6:00 pm	\$10	25 FR
Operated by PAT evenings & Sundays, Mid-April to Mid-September								
11	Pleasant Blvd. Garage	30	1.50	\$1			\$25	
12	Alvin Avenue	30		\$1	75	8:00	\$25	75 FR
13	Heath Street	30		\$1	75	8:00	\$25	75 FR
14	King & Church	P.U-S 25¢/1 Hour						
15	Cumberland-Yorkville	25		.75	50	8:30	\$25	
16	Cumberland-Bellair	35¢/½ hr.		\$2	1.00	10		N
	\$2 deposit 6 pm;	\$1.70 deposit 9 pm;				\$1.35 deposit 9.30 pm.		
17	Pape-Danforth	P-O-M 25¢/3 hrs; 50¢/10 hrs;					\$12.50	
17M	Gough Avenue	14 meters: 5¢/½ hour; 10 hour meters						
18	Keele Street	25¢/3 hrs; 50¢/10 hrs.					\$12.50	
19	Pacific Avenue	25¢/3 hrs; 50¢/10 hrs.					\$12.50	
20	Cedarvale Avenue	P-U-S 25¢/3 hrs; 50¢/10 hrs.						
21	Amroth Avenue	P-O-M 25¢/3 hrs; 50¢/10 hrs.					\$12.50	
26	Queen & Victoria	40	2.00	\$1			\$40	
28	Harcourt Street	P-O-M 25¢/3 hrs; 50¢/10 Hrs.					\$12.50	
29	Holly Street	25		.75	75	8:00	\$25	75 FR
30	Church & Front	30	1.50	\$1	60	8:00	\$25	
32	Fleet Street	25	1.25	.75	50	8:30 pm	\$22.50	75 FR(Max)
33	Temperance Street	40		\$1	50	10:00		
34	Dundas Square	40		\$1.50	80	10:00		N
35	Eglinton-Duplex	20		.75	50	8:30	\$20	
36	Nathan Phillips Sq.	40	2.	\$1			\$40	50 FR
38	St.Patrick-Simcoe	25	1.25	.75	50	8:00	\$25	25 FR
		Saturday P-U-S						
39	Castlefield-Yonge	20	1.		50	6:00	\$15	50 FR
41	Norton-Dufferin	15	.75	.50	25	8:30	\$10	
42	Elmwood-Mackay	15	.75		25	6:00	\$10	
43	Esplanade-Yonge	30	1.50		75	6:00	\$25	75 FR
44	Fuller Avenue	P-U-S 25¢/12 hrs.						
45	Queen-Broadview	P-O-M 25¢/3 hrs; 50¢/10 hrs.					\$12.50	

Rate Schedule as of March 29th, 1973.

Area	Location	<u>Maximum</u>			<u>Night</u>		Monthly Rate	Sunday (Saturday)
		<u>Hrly</u>	<u>Day</u>	<u>Night</u>	<u>FR</u>	<u>Time</u>		
47	Castle Knock-Eglin.	20	1.		50	6:00	\$17.50	
48	Queen & Lee	P-U-S	25¢/12 hrs; METERS 5¢/½ hr; 10 hr. meters.					
							\$10	
49	Roehampton-Yonge	25			50	6:00	\$25	
51	Lippincott-Borden	25	1.25	.75	50	8:30	\$20	
52	University Garage	40	2.	\$1			\$30	
53	Stanley Park-Walnut	P-U-S	25¢/3 hrs; 50¢/10 hrs.					
55	Bedford Park-Yonge	P-U-S	25¢/3 hrs; 50¢/10 hrs.					
58	Bedford Road-Bloor	30	1.50	.75			\$25	
62	Queen-Abell	P-U-S	25¢/12 hrs.					
63	Richmond & Jarvis	P-U-S	25¢/1 hr; 50¢/3 hrs.					
64	Durie-Beresford	25¢/3 hrs; 50¢/10 hrs.						\$10
68	Kensington-St. Andrew	15		.50	25	8:30	First 2 hours; 40¢ each additional hour.	
70	St. George-Library	25	1.50	\$1				
71	Kensington-Bellevue	15		.50	25	8:30	\$10	25 FR (25FR)
							First 2 hours; 40¢ each additional hour.	
72	Front & George	20	1.	.50			\$16	
74	East General Hospital	35	FR					
78	Erindale Avenue	P-O-M	25¢/3 hrs; 50¢/10 hrs.					
79	Sherbourne Street	P-O-M	25¢/1 hr; 50¢/2 hrs; 75¢/10 hrs.					
80	Keele & Vine	25¢/3 hrs; 50¢/10 hrs.						\$12.50
81	Lansdowne-St. Clarens	Meters	5¢/½ hr. - 10 hour meters.					
82	Emerson-Margueretta	Meters	5¢/½ hr. - 10 hour meters.					
84	Salem-Westmoreland	Meters	5¢/½ hr. - 10 hour meters.					
85	Palmerston-Markham	Meters	5¢/½ hr. - 2 hour meters.					
86	Spadina-Madison	Meters	5¢/½ hr. - 10 hour meters.					
87	Chester-Arundel	Meters	5¢/½ hr. - 10 hour meters.					\$12.
88	Ferrier-Carlaw	Meters	5¢/½ hr. - 2 and 10 hour meters.					
89	Eaton-Lipton	P-U-S	25¢/3 hrs; 50¢/10 hrs.					
90	Eaton-Woodycrest	Meters	5¢/½ hr. - 2 hour meters.					\$12.50
91	Armada-le-Willard	15	.75		25	6:00	\$10	
92	Keele & Bloor	P-U-S	25¢/3 hrs; 50¢/10 hrs.					\$10
93	Manning-Euclid	Meters	5¢/½ hr. - 10 hour meters.					
96	Angus Place	P-U-S	25¢/3 hrs; 50¢/10 hrs.					\$10

Rate Schedule as of March 29th, 1973.

Area	Location	Maximum		Night		Monthly Rate	Sunday (Saturday)
		Hrly	Day	Night	FR		
97	Donlands-Strathmore	5¢/½ hr. - 10 hour meters.					
98	Victoria Park	15	.50		50	6:00	
99	Warden & St.Clair n/e	50¢	FR	5:30 am to 5:30 am			
100	Warden & St.Clair	15			50	6:00	
101	Cordova & Islington	50¢	FR	5:30 am to 5:30 am			
102	Lomond Dr-Aberfoyle	50¢	FR	5:30 am to 5:30 am			
103	Bloor & Islington	50¢	FR	5:30 am to 5:30 am			
104	Ossington & Carling	P-U-S	25¢/3 hrs; 50¢/10 hrs; and Meters 5¢/½ hr. - 10 hour meters.				
105	Portland & Richmond	P-U-S	25¢/3 hrs; 50¢/10 hrs.				
106	Denison & Augusta	Meters	5¢/½ hr. - 10 hour meters.\$12				
108	Esplanade & Church	P-O-M	25¢/1 hr.				\$20
110	Danforth-Coxwell	P-O-M	25¢/3 hrs; 50¢/10 hrs.				

FR Flat Rate

M Meters

N Normal Operating Rates

P-U-S Park-Ur-Self (purchase tickets from vending machine)

P-O-M Park-O-Matic (long term meters accepting quarters only)

APPENDIX C

PUBLIC GARAGES

PART 2.

September, 1970.

(PARKING LOTS)

THE MUNICIPALITY OF METROPOLITAN TORONTO

Extracts from By-law No. 88-69 of
The Municipality of Metropolitan
Toronto relating to the licensing of
Public Garages, enacted and passed
the 20th day of June, 1969.

THE MUNICIPALITY OF METROPOLITAN TORONTO

BY-LAW No. 88-69

Respecting the issue of licences in the Metropolitan Area.

WHEREAS the Metropolitan Council has, pursuant to the provisions of The Municipality of Metropolitan Toronto Act, R.S.O. 1960, Chapter 260, section 215a, authority to pass any by-law that the Metropolitan Licensing Commission may pass, including any by-law that the Metropolitan Council may authorize the Metropolitan Licensing Commission to pass, and may repeal in whole or in part any existing by-law of the Licensing Commission;

Now, therefore, the Council of The Municipality of Metropolitan Toronto, HEREBY ENACTS as follows:

I DEFINITIONS

1. For the purposes of this By-law:

- (10) "Commission" means Metropolitan Licensing Commission.
- (22) "Metropolitan Area" means the area described as such in The Municipality of Metropolitan Toronto Act.
- (24) "Person" includes a firm or corporation to whom the context can apply.
- (27) "Public Garage" includes a parking station or a parking lot or a building or place where motor vehicles are hired or kept or used for hire or where such vehicles or gasoline or oils are stored or kept for sale, and a building or place used as a motor vehicle repair shop or for washing or cleaning motor vehicles, and an automobile service station other than as described in subsection 47 of section 2 of this By-law.

II LICENCES

2. There shall be taken out by:

- (39) every person who owns or operates a public garage;
- (47) every owner or keeper of an automobile service station located or erected since the 25th day of June, 1928, within any defined area or areas or on land abutting on any defined highway or part of a highway in which area or areas or on which land the erection or location of garages to be used for hire or gain or gasoline and oil filling stations was on the said date or at any time thereafter prohibited by a by-law.

a licence from the Commission authorizing them respectively to carry on their several trades, callings, businesses, and occupations in the Metropolitan Area for which said licence the person obtaining the same shall pay to the Commission at the time of taking out such licence the fee fixed by this By-law, and no person shall, within the limits of the Metropolitan Area, carry on or engage in any of the said trades, callings, businesses or occupations until he has procured such licence so to do.

SCHEDULE 25 TO BY-LAW No. 88-69

Relating to Public Garages.

1. A public garage licence may be issued by the Commission restricted to one or more of the following classifications:

- (1) A parking station, a parking lot, a building or a place where motor vehicles are hired, used for hire, sold or kept for sale capable of accommodating:
 - (a) not more than five motor vehicles;
 - (b) six to ten motor vehicles; or
 - (c) more than ten motor vehicles.
- (2) A building or place where gasoline or oil is sold or kept for sale.
- (3) A building or place used as a motor vehicle repair shop other than as described in (4).
- (4) A building or place used as a motor vehicle repair shop limited to making minor or running repairs.
- (5) A building or place used for washing or cleaning motor vehicles by mechanical means.
- (6) A building or buildings used for washing or cleaning motor vehicles by other than mechanical means.

PART 2 .

Relating only to owners and keepers of public garages used as
Parking Stations and Parking Lots.

1. No person licensed under this Part shall store or park or allow to be stored or parked thereat for a longer period than forty-eight hours any trailer used for human habitation while so stored or parked.

2. Every applicant for a licence to own or operate a parking station or parking lot shall include in his application a statement setting forth:

- (1) the location and dimensions of the lands in respect to which he seeks such licence (hereinafter referred to as the licensed premises);
- (2) the maximum number of motor vehicles proposed to be parked or stored at or upon such premises at any one time;
- (3) the hours during which such premises shall be open for business;
- (4) the location of each proposed entrance to and exit from such premises;
- (5) the location, size and type of construction of any office proposed to be used or erected at or upon such premises.

3. Every person licensed under this Part shall:

- (1) if he engages in driving, operating, or moving motor vehicles parked or stored at or upon the licensed premises, be the holder of an operator's or chauffeur's licence under The Highway Traffic Act and shall not employ any person or permit any employee likewise to drive or operate such motor vehicles unless such person is the holder of such an operator's or chauffeur's licence;
- (2) display in a conspicuous place at or upon the licensed premises a sign or signs of a design which is not misleading and bearing (a) in letters and figures of uniform size but not less than three inches in height, his rates or charges for parking or storing motor vehicles; and (b) in readily legible letters, the hours during which the licensed premises are open for business, together with his name and address;
- (3) provide proper means of ingress and egress to and from the licensed premises, to the satisfaction of the Commission or person designated by it; provided that, in the case of any parking station or parking lot located at a corner lot, no entrance or exit shall be located less than twenty-five feet from the nearest intersection of the curbs of the intersecting streets unless, on the 19th day of December, 1956, the said entrance or exit was properly located less than twenty-five feet from such intersection and was in accordance with all local by-laws applicable thereto;
- (4) either by himself or through one or more employees, during the business hours specified in the sign or signs required by subsection 2, maintain constant and vigilant supervision of every motor vehicle parked or stored at or upon the licensed premises; provided that this provision shall not apply in the case of any licensed premises where each motor vehicle can be parked or stored, and locked by the owner or operator thereof in a location from which such motor vehicle can be removed without obstruction from other parked or stored motor vehicles;
- (5) keep the licensed premises free from rubbish and in a clean and neat condition, and keep any sidewalk or street upon which such premises abuts, free from any dirt or other foreign substance derived from such premises or resulting from the use thereof;
- (6) prevent the drainage of surface water across any sidewalk upon which the licensed premises abuts;
- (7) at the time of receiving each motor vehicle for the purpose of parking or storing same at or upon the licensed premises, give or cause to be given to the person from whom the motor vehicle is received a numbered receipt bearing on the same side as the number: (a) a clear statement of the extent of the responsibility accepted by the licensee in respect to loss of, or damage to, such motor vehicle and the contents thereof while parked, stored or otherwise in the care and custody of the licensee or any of his employees; and (b) the licensee's name, the location of the licensed premises, and the business hours specified on the sign or signs required by subsection 2;

- (8) whenever any motor vehicle remains continuously without lawful excuse at or upon the licensed premises for more than twenty-four hours, forthwith report to the nearest police station the make and provincial permit number of such motor vehicle.

4. No person licensed under this Part shall:

- (1) remove or cause to be removed any snow from the licensed premises to any sidewalk, or roadway upon which such premises abuts;
- (2) park or store any motor vehicle on any highway upon which the licensed premises abuts;
- (3) lend, hire, rent, or cause or permit any employee or other person to lend, hire or rent, any motor vehicle that has been received by him or any of his employees for the purpose of parking or storing same at or upon the licensed premises, or use, or cause or permit any employee or other person to use, any such motor vehicle or any accessory or equipment thereof except for purposes necessarily incidental to parking or storing same, or if the licensee is also licensed to make motor vehicle repairs, necessarily incidental to make repairs thereto.

5. Every person licensed under this Part shall at all times permit any person authorized by the Commission to enter the licensed premises and make such inspection as may be deemed necessary in order to ascertain whether or not the provisions of this By-law are being complied with.

6. (1) No person licensed under this Part shall permit the engine of a motor vehicle in any building to run, whether on a frame or in a motor vehicle, while stationary, unless adequate ventilation is provided to ensure dilution of any carbon monoxide fumes.

(2) No public garage licence shall be issued in respect of a building for which no licence was issued in the previous year unless the applicant satisfies the Issuer of Licences that the Department of Labour for the Province of Ontario has approved the plans for providing adequate ventilation facilities in that part of the building where motor cars may be stored or repaired.

7. No person licensed under this Part shall store or park or allow to be stored or parked on the licensed premises for a longer period than ten minutes any refreshment vehicle used, while so stored or parked, for the purpose of serving refreshments therefrom.

III PROCEDURAL AND GENERAL PROVISIONS

13. (1) Every person obtaining a licence under this By-law, where the same applies to premises, shall keep his licence posted up in some conspicuous place on the premises in respect to which the licence is issued, and every person so licensed shall, when so requested by any person authorized by the Commission, produce the licence for inspection.

(2) Every person obtaining a licence under this By-law, where the same applies to the occupation of such person, shall carry his licence with him when engaged in the occupation for which the licence is issued, and every person so licensed shall, when so requested by any person authorized by the Commission, produce the licence for inspection.

14. Any person duly authorized by the Commission, or any member of the Commission, may at all reasonable times inspect as much of any house, place or premises as is used for the carrying on of any trade, calling, business or occupation in respect of which any person has or is required to have a licence under this By-law, and any such person so authorized or any member of the Commission may inspect any goods, articles, books, records and other documents of or relating to any such trade, calling, business or occupation, and no person who has or is required to have a licence under this By-law shall obstruct or hinder the making of the inspection aforesaid, or cause or permit the same to be obstructed or hindered.

15. No person licensed under this By-law shall, because of race, colour, or creed, discriminate against any member of the public in the carrying on of the trade, calling, business or occupation in respect of which the licence is issued.

17. (1) No person shall enjoy a vested right in the continuance of a licence and upon the issue, renewal, transfer, cancellation or suspension thereof, the value of a licence shall be the property of the Metropolitan Licensing Commission.

(2) No licence shall be transferred except with the consent in writing of the Commission and the Commission shall not be bound to give such consent.

(3) No person licensed to carry on business under this By-law shall advertise or promote or carry on such business under any name other than the name endorsed upon his licence.

22. Any person convicted under this By-law shall forfeit and pay:

(9) for breach of any of the provisions of this By-law other than those hereinbefore in this section referred to, at the discretion of the convicting judge, a penalty not exceeding \$300.00 exclusive of costs.

APPENDIX G

LICENSED NIGHT-TIME PARKING

Alcorn Avenue
Austin Avenue
Beaty Avenue
Bishop Street
Boustead Avenue
Browning Avenue
Campbell Avenue
Collahie Street
Delaney Crescent
Duggan Avenue
Eastmount Avenue
Eaton Avenue
Fulton Avenue
Grafton Avenue
Granby Street
Grenadier Road
Heintzman Street
Hillsboro Avenue
Indian Trail
Kennedy Avenue
Langemark Avenue
Linden Street
London Street
MacPherson Avenue
Marchmount Road
Maria Street
Marlborough Avenue
Milverton Boulevard
Muriel Avenue
Osler Street - south of C.P. Rail tracks
Oswald Crescent
Ottawa Street
Pears Avenue
Perth Avenue
Rusholme Drive
Sidney Street
Silver Avenue
Summerhill Avenue
Summerhill Gardens
Walker Avenue
Wallace Avenue
Walmsley Boulevard
Westminster Avenue
Wolfrey Avenue
Wroxeter Avenue - Carlaw Avenue to Pape Avenue
Rusholme Road
Heydon Park Road

NO.	LOT	RESERVED	UNRESERVED	NO. OF SPACES
22.	Bancroft/Russell	38	72	110
23.	C.M.R.L.	10	73	83
24.	Simcoe Hall (West)	80	23	103
25.	Physics (Underground)	61		61
26.	Galbraith Road	8	16	24
27.	Old Steam Plant	14	6	20
28.	215 Huron/New Steam Plant	39	25	64
29.	256 McCaul Street	32	26	58
30.	Dentistry	49	30	79
31.	88/92 College St.	32	12	44
32.	Banting		15	15
33.	Best	17		17
34.	Hygiene/Botany	23		23
35.	Mining	14		14
36.	King's College Road		34	34
37.	Metallurgy	20		20
38.	Wallberg	12	36	48
39.	118-93 St. George	7	243	250
40.	Anatomy		6	6
41.	Taddle Creek Road		32	32
42.	Medical Sciences Bldg.	33		33
43.	Harbord/Spadina		80	80
TOTAL		681	1741	2422

APPENDIX H

GO TRANSIT PARKING LOT INVENTORY (APRIL 1973)

<u>STATION</u>			<u>CAPACITY</u>
*Burlington			263
Oakville			556
Clarkson	E. Lot	295	631
	W. Lot	<u>336</u>	
Port Credit	Old North	195	473
	New North	122	
	S-W Lot	85	
	S-E Lot	<u>71</u>	
Long Branch			259
Scarborough			280
Eglinton	N Lot	203	479
	S Lot	<u>276</u>	
Guildwood	N. Lot	394	520
	S. Lot	<u>126</u>	
Rouge Hill			249
Pickering			394
*Whitby			106
*Oshawa			105
*Richmond Hill			108
*Newmarket			78
			<hr/>
TOTAL			4501

* Bus Stations

APPENDIX J

EXTRACTS FROM 1966 PARKING STUDY

BY READ, VOORHEES & ASSOCIATES, LIMITED

LOTS STUDIED FOR PARKING USAGE

<u>Lot No.</u>	<u>Description</u>	<u>Date Surveyed</u>	<u>Remarks</u>
1.	Parking Auth. #1 - Hayden and Charles Sts...	2-8-66	
2.	Parking Auth. #5 - Wellesley, east of Yonge.	2-8-66	
3.	Parking Auth. #30 - Front and Church Sts....	26-7-66	
4.	Parking Auth. #43 - Esplanade and Victoria, east of Yonge	28-7-66	
5.	Parking Auth. #52 - University and Front, Underground.....	3-8-66	
6.	Private - Yonge St., between Front and Wellington.....	26-7-66	
7.	Private - Bay and Melinda Streets.....	28-7-66	
8.	King Street, between York and Bay Streets...	28-7-66	
9.	Private - Richmond and University.....	3-8-66	
10.	Private - King and Toronto Sts.. NE corner..	3-8-66	
11.	Private - Bay and Teraulay Sts.. NE corner..	3-8-66	
13.	Private - Yonge and Edward - SW corner.....	4-8-66	
14.	Eaton's Lot - Hayter Street - North side....	4-8-66	
15.	Eaton's Lot - Hayter Street - South side....	4-8-66	
16.	McGill and Yonge Streets.....	26-7-66	
17.	Centre Avenue, behind Osgoode Hall.....	3-8-66	
18.	McCaul and St. Patrick, opp. Grange Road....	28-7-66	
19.	Queen's Quay and York Street.....	3-8-66	
20.	Hayden Street - NS, east of Yonge.....	2-8-66	
21.	Cumberland St., SS, west of Bay.....	2-8-66	
22.	Yorkville Av., SS, west of Bay.....	2-8-66	
23.	Simpson's Garage - Richmond St., west of Yonge.....	4-8-66	
24.	City Hall Garage.....	11-8-66	
25.	Temperance at Bay - City Pkg. - Bell Tel....	26-7-66	
26.*	Parking Auth. #1 - Hayden & Charles, east of Yonge.....		*Lots 26-32 were taken from the Parking Authority data sheets. Lots 26, 28, 29 & 32 were field checked and agreed with original data.
27.	Parking Auth. #11 - Yonge & Pleasant Blvd...		
28.	Parking Auth. #16 - Belair and Cumberland...		
29.	Parking Auth. #30 - Front and Church.....		
30.	Parking Auth. #33 - Temperance Street.....		
31.	Parking Auth. #38 - Dundas and St. Patrick..		
32.	Parking Auth. #52 - University Avenue.....		

Source: READ, VOORHEES & ASSOCIATES, LIMITED
160 Duncan Mill Road - Don Mills, Ontario

PEAK HOUR LOT UTILIZATION

Lot No.	Peak Hour(s)	Average Accumulation in Peak Hour(s)	Capacity of Lot	Per Cent Peak Hour Utilization
1.	11:15 - 12:15	152	151	101.0
2.	1:30-2:30 & 3:00-4:00	118	152	77.6
3.	2:00 - 3:00	468	462	101.0
4.	2:15 - 3:15	389	560	69.5
5.	10:45 - 12:00	169	323	52.4
6.	12:15 - 1:15	169	285	59.3
7.	12:30 - 1:30	190	233	81.6
8.	1:00 - 2:00	78	67	116.2
9.	2:45 - 3:45	137	130	105.5
10.	12:15 - 1:15	167	250	66.9
13.	1:30 - 2:30	132	200	66.1
14.	12:30 - 1:30	282	375	75.4
15.	1:45 - 2:45	167	238	70.3
16.	1:15 - 2:15	67	150	44.6
17.	12:30 - 1:30	36	146	24.6
18.	8:00 - 9:00	105	125	84.0
19.	3:30 - 4:30	135	140	96.2
20.	1:15 - 2:15	37	46	80.5
22.	2:30 - 3:30	103	76	135.8
21.	12:30 - 1:30	140	141	100.1
23.	1:15 - 2:15	572	555	103.2
24.	2:00 - 3:00	1445	2335	62.0
25.	11:45 - 12:45	21	23	95.5
26.	3:30 - 4:30	101	151	67.7
27.	12:30 - 1:30	72	134	50.0
28.	12:30 - 1:30	121	151	80.2
29.	9:30 - 10:30	407 + 73 monthlies	467	103.4
30.	11:30 - 12:30	75	79	95.0
31.	12:00 - 1:00	107 + 84 monthlies	194	98.4
32.	12:30 - 1:30	263 + 43 monthlies	323	96.1

Government
Publications

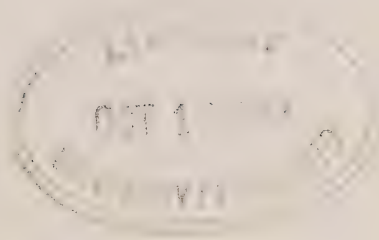
Occasional Paper

CAI
EP 152
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No 1

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Pragmatism In Environmental Assessment



R.R. Logie

1975

PRAGMATISM IN ENVIRONMENTAL ASSESSMENT

Mr. Chairman:

The program might, by implication, suggest to you that I am going to describe to you the federal Environmental Assessment Process and the details of the Environmental Impact Statement on which it rests. I can do that, if you like, but it would be frightfully dull even if mercifully short. Also, it appears to me that these full details will be covered in the more alluring parts of subsequent addresses later today. With your permission, therefore, I would like to speak about something a good deal sexier, that is to say, environmental assessment as a whole subject, with particular reference to how it operates today.

First, let me say that I consider the whole idea to involve something of a paradox at the present time. Environmental assessment comes down to a determination of whether the residual environmental effects of an undertaking are acceptable to society. What society? Have we decided that we are going to maintain our present socio-economic system basically unchanged? If so, society will tolerate many environmental insults for the good of the GNP. Or have we decided to move towards a steady state of population, of economics, or of energy demand? This society will tolerate little, if any, environmental damage. It appears that we have done neither the one nor the other. We pay lip service to environmental concerns, about which we vow we really should do something some day, while still worshipping at the altar of economic progress. We are somewhat like the husband being urged to postpone his

nap until he mows the lawn. In this aura of uncertainty about the type of society for which we are striving, how does environmental assessment determine what is acceptable to society? It doesn't. It guesses. And usually in the view of large segments of the public, it guesses wrong.

With this discouraging preamble, I would like to proceed to discuss what the public think environmental assessment should be; what it is; and what it could be. There is no doubt that concern for the environment in Canada and in many other nations sprang not from the government but from the people. They have expressed this concern in a peculiar way. They have said to their governments something like this, "we know that we have elected you for a term of office, at the end of which you will be called to account for your deeds, your misdeeds and your 'deed nots', but this does not apply to the environmental field. In this area we shall hold you to a running account and you had better keep us informed on a regular basis and give us a voice in advising you on decision making". Why do the people insist that they be informed on an almost personal basis about how governments are tinkering with the environment and not about how they are tinkering with agriculture or with taxes? I don't know. It may be a bit of a fad. The in thing of the moment. More probably the people regard the environment as 'common property' in which the only vested right is that of the citizenry at large. Perhaps also they know enough history to be aware that the common fate of common property is to be taken from the poor and given to the rich. In any case they have definite ideas about the care and feeding of the environment. These become crystalized in the demands they place

on the procedures leading up to the so-called environmental impact statement and its assessment.

The Public Wants the Following Steps:

- 1) When a developer first plans a project, he should consult the public, giving them full details to the moment and asking for their input on environmental matters.
- 2) The developer then modifies his plans accordingly and goes back to the public with full disclosure and seeks their approval.
- 3) After a series of such meetings, the developer has a good idea of what he is going to do and of its environmental acceptability to the public.
- 4) The developer now applies to government for approval and/or licensing or financing.
- 5) Government demands an environmental impact statement which contains a complete design of the project, its potential effects on the environment, the proposed mitigating measures and the residual environmental effects.
- 6) Government then discusses this statement with the public.
- 7) On the basis of all this, government says, 'go', 'stop' or 'modify in this way'.
- 8) And everybody lives happily ever afterwards.

I believe this is a fairly good description of the public conception of what the process should be, except that certain environmentalists demand that the whole notion of public involvement and of public dissent be protected by law.

I would not quarrel extensively with this philosophy of environmental assessment as the ideal toward which we should aim. But I am acquiring considerable experience in 'environmental assessment as it is'. It does not adhere very closely to this model for pragmatic reasons which are a part of our society. If we want to progress rapidly towards ideal environmental assessment, then we must alter our society and thus alter the pragmatic reasons to which I allude. If we don't want to alter society, then we must accept the pragmatism, and must accept something less than perfect environmental assessment. What am I talking about?

In the first place, the 'developer' that I am mentioning so frequently, is more often than not, a Canadian businessman, small, medium or large. As such, he is a member of a competitive, free-enterprise system. As such, he is not going to tell the public or his competitors, anything of substance about his plans, until it is too late to overcome his headstart. As such, he is apt to consider his data as privileged material for which he has paid and which he is not about to share with anybody until he is forced to do so by government, not by the public. As such, he is apt to insist that management decisions in his company are made by management and not by the public. In short, he is apt to point out with considerable asperity, that a competitive free-enterprise economic system and full-running disclosure to the public of his planning are mutually incompatible. So much for the courtship stages.

What about the developer's attitude towards government interference? He is probably just as hostile to this idea, but recognizes the existence of laws of the possibility of their passage, which constrain him. He will therefore do what the government demands, but he will represent that certain demands are unreasonable. He will for instance assert that 'a complete design of the project' is a very expensive undertaking, that he will only commence after he has a 'go' decision. He will offer instead a project description and bits and pieces of design, where this seems critical. In short, he will offer the minimum of information necessary to get a 'go' decision, insisting all the while that the environmental-caused delays are ruining him financially. Government will be under pressure to approve his project based on sufficient technical detail and insufficient environmental information, a sort of preliminary environmental assessment. This is the way it is. It is not the way it should be. If you want to bridge that gap you must change the nature of the competitive economic system and of the society and the government that it supports. But what could it be within these constraints, given public support.

I believe the hope for improvement lies in the existence of three attitudes that I have previously ignored and probably raised some hackles thereby. In the first place, there is such a thing as good corporate citizenship in environmental as well as other matters. The company executive who worries about the effects of his plans is a reality in Canadian business. In the absence of law or of regulations he might not be able to afford this attitude, but in its presence he is happy to cooperate. As a counterfoil, and he exists, there is the governmental minister or official, who is not

interested in being officious but in being fair and firm. This individual is aware of all the constraints of the company's planning process and also all the constraints of the environmental protection process, and tries to match them. This individual cajoles the company into releasing to government and eventually to the public more information than it would like to release and probably less than the government or the public wants. This individual matches the timing of the two schedules so that neither the developer nor the government is forced into impetuous decisions. Finally, and perhaps most importantly, there exists the informed, rational citizen who realizes that neither Rome nor Utopia were built in a day, but who insists on seeing the foundations poured and the walls start to rise. A union of these three types of attitude will allow for meaningful environmental assessment within the constraints of the economic and governmental systems under which we operate. Whether or not this is good enough and whether or not we should change these systems would have to be the subject of another talk for which there is not the time nor a great deal of inclination just now.

ainsi que de toutes les contraintes du processus de protection de l'environnement et tente de les concilier. Elle amène la compagnie à dévolier au gouvernement, et par la suite à la population, davantage de renseignements qu'elle ne voudrait en donner et probablement moins que le gouvernement ou la population n'en désirent. Elle fait concorder les échéanciers de chaque partie, de façon que ni le promoteur ni le gouvernement ne soit forcé de prendre de décisions hâtives. Finalement, et c'est peut-être le point le plus important, il y a le citoyen informé qui sait que Rome ne s'est pas construite en un jour, mais qui tient à voir couler les fondations et les murs commencer à s'ériger. La réunion de ces trois types d'attitudes permettra de faire des évaluations environnementales significatives en tenant compte des contraintes imposées par les systèmes économique et gouvernemental dans lesquels nous fonctionnons. Pour savoir si cela est suffisant ou non ou si nous devrions changer les systèmes que nous sommes données, il faudrait organiser une autre discussion et nous n'avons probablement ni le temps ni le désir de la faire pour le moment.

l'environnement. Bref, il fournira le minimum d'informations nécessaires pour obtenir une décision en sa faveur, tout en faisant remarquer que les retards causés par la question de l'environnement sont en train de l'accabler à la faitl'ite. On fera pression sur le gouvernement pour qu'il approuve le projet alors qu'il n'a pas suffisamment d'informations techniques et qu'il doit se baser en quelque sorte sur une évaluation environnementale préliminaire. Voilà comment les choses se passent. Cela ne devrait pas fonctionner ainsi. Si vous voulez changer cette situation, vous devez modifier la nature du système économique de concurrence et de la société et le gouvernement que cette dernière appuie. Mais quelle pourrait être la situation, en tenant compte de ces contraintes et avec l'appui de la population?

Je crois que l'espoir d'amélioration est lié à trois types d'attitudes dont je n'ai pas fait mention précédemment, ce qui a probablement irrité quelques personnes. Premièrement, il existe un sens civique chez les entreprises, que ce soit dans le domaine environnemental ou autre. Le directeur de compagnie qui se préoccupe des conséquences qu'auront ses projets existe bel et bien dans le monde des affaires canadien. En l'absence de lois ou de règlements, il pourrait ne pas pouvoir se permettre une telle attitude, mais si ces lois existent, il est heureux de collaborer. D'autre part, il y a le ministre ou le haut fonctionnaire du gouvernement qui n'est pas intéressé à faire du zèle, mais à se montrer juste et ferme. Cette personne est consciente de toutes les contraintes du processus de planification de l'entreprise

Premièrement, le promoteur dont je fais mention si souvent est plus souvent qu'autrement un homme d'affaires canadien à la tête d'une entreprise, petite, moyenne ou grosse. Il fait partie d'un système de concurrence et de libre entreprise. Il ne dévoilera donc au public ou à ses concurrents aucune information concernant ses projets, avant qu'il ne soit trop tard pour qu'on puisse rattrapper l'avance qu'il a prise. Il est également en droit de considérer ses informations comme confidentielles, pour lesquelles il a payé, et qu'il n'est pas prêt de partager avec qui que ce soit jusqu'à ce que le gouvernement, et non le public, l'y oblige. Bref, il est en droit de faire remarquer d'une façon très sèche qu'un système économique de libre entreprise et de concurrence et la divulgation complète de ses projets au public sont mutuellement incompatibles. Et voilà pour les rapports avec la population.

Par ailleurs, quelle est l'attitude du promoteur face à l'intervention du gouvernement? Elle est probablement toute aussi hostile; mais le promoteur reconnaît les lois existantes auxquelles il doit se soumettre et la possibilité que d'autres lois soient adoptées. Il fera donc ce que le gouvernement exige, mais il tentera de la convaincre que certaines demandes sont déraisonnables. Il affirmera par exemple qu'une "description complète du projet" est une étape très coûteuse qu'il ne franchira qu'après avoir reçu l'approbation du projet par le gouvernement. Il offrira plutôt une description sommaire du projet et des éléments de sa conception considérés importants par rapport à

5. le gouvernement exige un énoncé des incidences environnementales,

ce qui signifie une description complète du projet, de ses

répercussions possibles sur l'environnement, des mesures qu'on

entend prendre pour réduire ces conséquences et des incidences

environnementales qui persisteraient malgré les mesures

d'atténuation;

6. le gouvernement discute alors de cet énoncé avec la population;

7. après quoi le gouvernement dit "oui", "non" ou "effectuez telle

modification";

8. et tout va pour le mieux dans le meilleur des mondes.

Je crois que c'est une assez bonne description de ce que le processus

devrait être de l'avis du public, sauf que certains environnementa-

listes exigent que toute la notion de participation du public et de son

droit d'avoir une opinion différente soit protégé par la loi.

Je ne m'engagerais pas dans une controverse interminable sur cet idéal.

Cependant, je suis en train d'acquérir une expérience considérable sur

ce que sont vraiment les études d'impact. La situation réelle-ne

correspond pas très bien à ce modèle décrit plus haut pour des raisons

pratiques inhérentes à notre type de société. Si nous voulons progres-

ser rapidement vers l'idéal, nous devons transformer notre société et

par le fait même modifier les impératifs pratiques auxquels je fais

allusion. Si nous ne voulons pas changer la société, il nous faut

alors accepter le pragmatisme et laisser tomber l'idée de perfection en

matière d'évaluations environnementales. Qu'est-ce que cela signifie?

dont les gouvernements s'occupent des affaires environnementales alors qu'ils ne le font pas lorsqu'il s'agit d'agriculture ou d'impôts? Je ne sais pas. C'est peut-être un engouement passager, la mode du jour. Il est plus probable que ce soit parce que la population considère l'environnement comme un bien public sur lequel seul l'ensemble des citoyens a des droits. Peut-être également connaissent-ils assez bien l'histoire pour savoir que le sort habituel des biens publics est d'être enlevé aux pauvres et donné aux riches. De toute façon, ils ont des idées bien arrêtées sur la façon de gérer l'environnement. Ces idées se précisent dans les revendications qu'ils font à propos des procédures menant à l'établissement de ce qu'on appelle l'énoncé des incidences environnementales et à son examen.

1. Lorsqu'un promoteur établit les plans d'un projet, il devrait consulter la population en lui donnant toutes les informations disponibles et en lui demandant son opinion concernant les questions environnementales;
2. le promoteur modifie alors ses plans en conséquence puis revient devant le public pour lui faire part de toutes les modifications et lui demander son approbation;
3. après une série de réunions du genre, le promoteur a une bonne idée de ce qu'il va faire et du degré de satisfaction de la population face à la question environnementale;
4. le promoteur s'adresse alors au gouvernement pour obtenir une autorisation ou un permis ou pour le financement du projet;

Nous sommes "de grands parleurs, mais de petits faiseurs". En effet, au sujet des problèmes environnementaux, nous disons que nous devrions faire quelque chose un jour ou l'autre, mais nous continuons à voter un culte au progrès économique. Nous ressemblons un peu à ce mari qui se voit demander de tondre la pelouse avant de faire son somme. Dans cet atmosphère d'incertitude au sujet du type de société pour lequel nous luttons, comment pouvons-nous déterminer ce qui est acceptable pour la société dans le domaine des évaluations environnementales? C'est impossible. Nous y allons à tâtons. Et habituellement, selon l'opinion d'une grande partie de la population, nous nous trompons.

Après ce préambule pessimiste, j'aimerais décrire ce que la population pense des études d'impact, ce qu'elles devraient être, ce qu'elles sont et ce qu'elles pourraient être. Il ne fait aucun doute que c'est le public, et non le gouvernement, qui s'est intéressé en premier à la question environnementale, au Canada tout comme dans de nombreux autres pays. La population a exprimé ses inquiétudes d'une façon particulière. Elle a dit à ses dirigeants quelque chose comme ceci: "nous savons que nous avons élus pour la durée d'un mandat à la fin duquel vous devrez rendre compte de ce que vous avez fait, de ce que vous n'avez pas fait et de ce que vous avez mal fait, mais cela ne s'applique pas au domaine environnemental. Dans ce secteur, nous vous surveillerons de très près, et il vaudrait mieux pour vous que vous nous teniez informés de façon régulière et que vous nous laissiez une voix au chapitre lors des prises de décisions." Pourquoi les gens insistent-ils pour être informés presque personnellement sur la façon

Monsieur le Président,

Le titre du programme pourrait suggérer implicitement que je m'apprête à vous décrire le processus fédéral d'évaluation environnementale et les détails de l'énoncé des incidences environnementales sur lesquels il repose. Je peux faire cette description si vous le voulez, mais ce serait mortellement ennuyeux même si par bonheur mon discours était bref. Il me semble de plus que ces détails ennuyeux seront traités dans les parties plus intéressantes des présentations subséquentes au cours de la journée. Avec votre permission, donc, j'aimerais vous entretenir d'un sujet beaucoup plus excitant, soit les études d'impact comme sujet global avec une attention particulière sur la façon dont elles sont menées actuellement.

D'abord, je tiens à dire que je considère que cette notion constitue quelque peu un paradoxe à l'heure actuelle. Les études d'impact se résument à déterminer si les incidences environnementales d'une entreprise sont acceptables pour la société. Quelle société? Avons-nous décidé que nous conserverons le système socio-économique actuel exactement tel qu'il est? Si oui, la société tolérera un grand nombre d'agressions environnementales pour le bien du PNB. Ou avons-nous décidé de nous diriger vers la stabilité au niveau de la population, de l'économie ou de la demande énergétique? Dans ce cas, la société ne tolérera aucun dommage à l'environnement, ou très peu. Il semble que nous n'ayons pris ni l'une ni l'autre de ces décisions.

Le pragmatisme dans les études d'impact

R.R. Logie

1975

